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COURT OF INOUIRY

The Court of Inquiry in the case of the damage done the Navy wharf by the Transport Sheridan running into it on her last trip here, submitted its report to Captain Merry, Commander of the Naval Station, yesterday. The whole responsibility is placed on the captain of the Sheridan. The opinion of the members of the court is as fol-

The Hawaiian law does not require pilots to dock ships. Maritime usage and the regulations of the large mail steamship lines generally require that transport at this juncture is somewhat the master shall be on the bridge while the pilot is taking the ship into port.

"The responsibility of the maste; of a ship is not in any way relinquished to all arms and equipment to China in a pilot. Upon arriving within the harbor, it is the duty of the master to bring his ship to dock, and if he permits a pilot to dock his ship that does not make the pilot responsible nor release the master from any pact of his responsibility.

"It appears that neither the pilot himself nor the Department of Interior of the Republic of Hawaii made any charge to the ship for the pilot's services, and that it has been the custom of the Hawaiian Government since the first American transport called at Honolulu, en route to Manila during it e Spanish-American war, not to charge the United States pilot fees, and that this practice is still in vogue.

"Whether the failure to receive any compensation for the services rendered affects the status of the question is a B. Lemon and F. Woodman legal point upon which the court does not care to pass.

"An examination of the wharf by tac court indicates that the damage was done while the ship was going full Seattle Beer kept at a Tem- speed astern. All the witnesses examined by the court agree that it was the second blow of the vessel, after the cugines had been reversed, that did the damage to the wharf, and the master Green River and Old Govern- of the ship claims to have given the order for full speed astern.

"After a review of the law and the evidence and after having heard the individual opinions of the members of the court, it is held that the master of United States Army transport Sheridan is solely responsible for the damage done by his ship to naval wharf No. 1 in Honolulu harbor cn June 9, 1900.

"The court recommends that pilcts in the employ of the Department of Public Works of the Territory of Hawaii take pains to inquire of masters of ships, upon boarding the same, as to the difficulties in handling such ships, and also that they keep themselves posted as to the facilities or lack of facilities upon the various docks for handling ships of the size of the United States Armp transports.

"Judgment is, therefore, given to the Department of Public Works of the Territory of Hawaii against the United States Army transport Sheridan for the full cost of the repairs necessary to out said naval wharf No. 1 in as good condition as it was just prior to the time of the said accident.

"C. J. CAMPBELL, "GEORGE W. GOODWIN, "WILLIAM A. CLARK."

MUCH MANILA TRADE DIVERTED BY AMBRICANS

Washington, July 8.-The Division of Customs and Insular Affairs of the War Department made public today an interesting statement showing the total imports at the port of Manila, P. I., for the calendar year 1899.

Merchandise to the value of \$17,450,-412 was imported during the year, which, with \$109,965 in gold and \$1,-441,392 in silver coin, brings the total importations for 1899 to \$18,701,469. Of this amount \$1,887,090 worth entered free of duty. All exports of merchandise were brought in foreign vessels and entered for immediate consumption. Th etotal amount of import duty collected was \$3,604,090.

The imports by countries show From China, \$6,796,769; England, \$3,-102,728; Spain, \$2,624,879; United States \$1 350 364 Pritish East Indies. \$1,219,502. The imports of gold coin were \$52,520 from the British East Indies and \$74,425 from China. The !mports of silver coin were \$422,840 from the British East Indies and \$718,557 from Hongkong.

The statement also gives a classified detail of imports of merchandise. In many instances the percentage of the various articles coming from the United States was very low indeed, in a great many cases the United States ex- Pacific Transfer Co ports were not represented at all.

Exportation of Alcohol.

San Francisco, July 4.-Custom House figures show that during the month of June 419,645 gallons of alcohol were exported from the United States to Japan. This enormous exportation is the result of the failure of the alcohol supply in Germany. Alcohol is extensively used in Japan for the manufacture of smokeless powder. The internal revenue tax on the alcohol shipped last month amounted to \$890,000.

Australians for China.

Melbourne, Victoria, July 7.-The Imperial Government has accepted Victoria's offer of a naval contingent for service in China.

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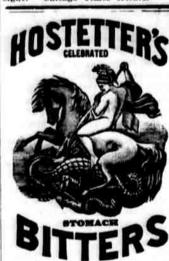
TROOPS COMING HOME.

Washington, July 2.—General Mac-Arthur cabled the War Department today from Manila that the remains of Lieut, Draper, 22d Infantry, were received June 30, and were buried at San-Isidro, Luzon.

Another message stated that the transport Warren sailed from Manila yesterday with a battalion of the 23d United States Infantry bound for San Francisco. The men in this battalion have nearly completed their terms of enlistment, or are incapacited for active service. The departure of the significant. She is one of the largest troopships in the service, and was relied upon to carry a full regiment with case of necessity.

"My dear,' 'said Mr. Boggsley, as he put his arms around his wife and held her in a fond embrace, "why are you weeping?"

"I am crushed," 'she replied, "I had hoped that we were beginning to be recognized as leaders in society. But today at our club the ladies insisted on voting me as vice president, and now we shall, of course, drop out of sight!"-Chicago Times Herald.



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